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SEPTEMBER 2023

Volume 29, Issue 9

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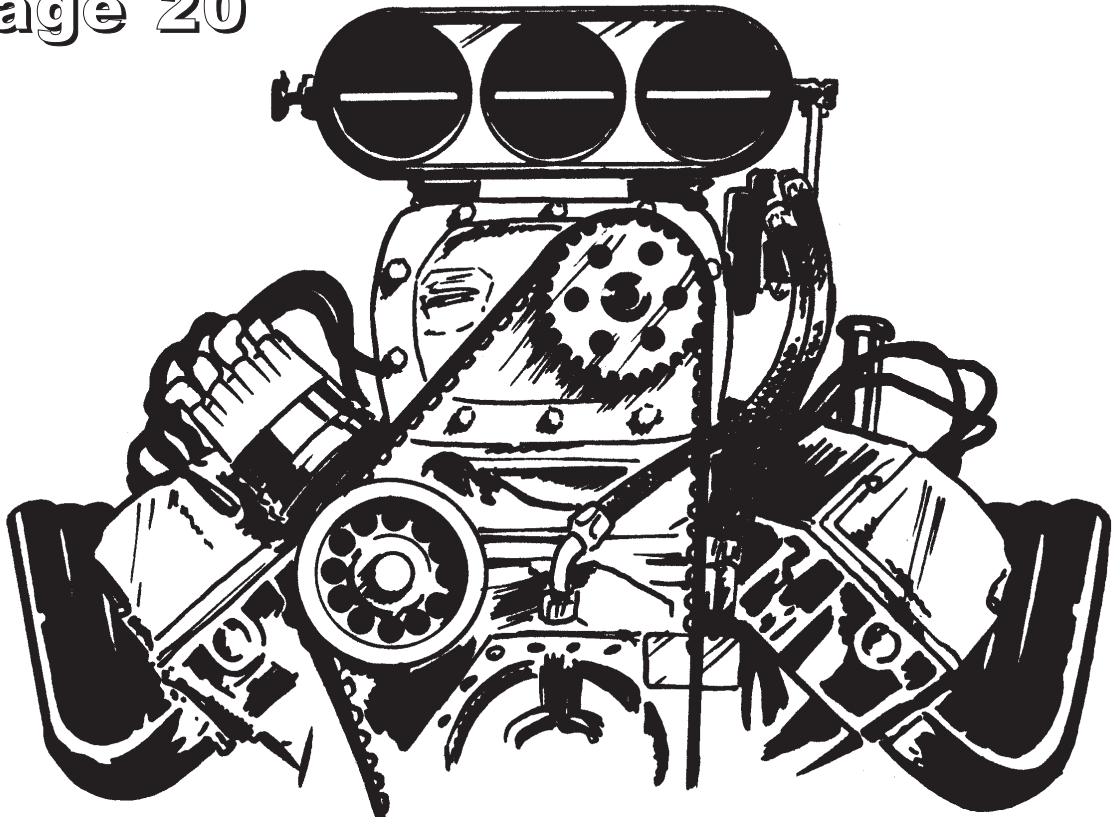
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HOW TO REACH US



Ron Capps will have a new look in Indy



as his NAPA Auto Parts Toyota GR Supra will sport a throwback livery paying tribute to his former team owner, Don "the Snake" Prudhomme, and the legendary Hot Wheels NHRA Funny Car. This year marks the 50th anniversary of Prudhomme's victory at the 1973 NHRA U.S. Nationals.

Ron Capps, reigning NHRA Funny Car world champion and winner of the 2022 Dodge Power Brokers NHRA U.S. Nationals, will have a new look when he defends his title at Lucas Oil Indianapolis Raceway Park over Labor Day weekend. Capps' NAPA Auto Parts Toyota GR Supra will sport a throwback livery paying tribute to his former team owner, Don "the Snake" Prudhomme, and the legendary Hot Wheels NHRA Funny Car. This year marks the 50th anniversary of Prudhomme's victory at the 1973 NHRA U.S. Nationals, as well as the 10th anniversary of the Snake & Mongoose film.

Capps, who formed his own team, Ron Capps Motorsports, over the 2021-2022 offseason, raced for Prudhomme's Snake Racing team from 1997 through 2004. They won 13 events in Funny Car together, and now almost 20 years later, they have an opportunity to add a 14th with the Hot Wheels throwback livery. "This is a dream come true both as a kid growing up and now as an NHRA driver," said Capps, who swept the 2022 U.S. Nationals by qualifying No. 1, winning the All-Star Callout race, and winning the event. "It's exciting to bring together the old-school Hot Wheels fans like myself with the next generation and offer up a tribute car with Don 'The Snake' Prudhomme. It's also a tribute to what Hot Wheels did for the sport with 'The Snake' and 'The Mongoose.' It's going to be incredibly emotional to be on the starting line at Indianapolis Raceway Park with 'The Snake' standing behind the car.

The Hot Wheels/NAPA GR Supra will be a modern version of the Hot Wheels Funny Car Prudhomme drove to victory at the 1973 NHRA U.S. Nationals. Prudhomme was already an established name in the sport with five wins in Top Fuel, but his Funny Car win in Indy helped take his career to new levels. He became the first driver in drag racing history to win a national event in two Pro categories, adding the U.S. Nationals Funny Car win to his three Indy titles in Top Fuel. He went on to win four straight NHRA Funny Car world championships (1975-78) and 49 combined wins in Top Fuel and Funny Car. As a team owner, Prudhomme added more than 50 additional wins in both nitro classes.



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Editor Don Macgowan, don@quick-times.com
PRODUCTION Linda Collinge
MARKETING Don Macgowan, don@quick-times.com
 Bill Robertson ads@quick-times.com

CONTRIBUTORS Doug Adams, Catfish, Moe Putney, Dave Morgan, Fred Nelson, Ken Sitko, Sheryl Ogonoski, Gerard Graphics, Bill Robertson, Todd Young, Jack Feige Vern Scholz, Dave Stolz, Phil Elliot, NHRA, IHRA, SEMA
COVER Melinda

www.quick-times.com
(403)886-7663 OR FAX (403)886-8600
ads@quick-times.com

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"I got a little tear in my eye when Ron approached me about doing this paint scheme," said Prudhomme, a seven-time U.S. Nationals winner. "It blew me away that he was doing that, and to have NAPA on board with the whole project is quite an honor for me. It's really a throwback paint scheme. That paint scheme, along with 'The Snake and The Mongoose' Hot Wheels set, which was originally released in 1970, really made my career. Ron has a real, legitimate shot at winning the race, and I couldn't think of a better guy to be teamed up with to run this paint scheme."



Gasser Get down

Gasser Get-Down 2023 Thinking I was well ahead of the crowds, I rolled in to Mission Raceway Park around 3 Thursday afternoon...holy moly was I wrong!

The line up for early pitting and tech stretched from the gates to the track entrance, and once I was redirected to the parking lot, I joined the SECOND of two lineups that stretched the length of the parking lot. It appeared folks were ready for some drag racing! The weather was cooler than last years blast furnace temps as I pulled in to the pits and got set up...Thee Gasser Get-Down 2023 was on!

Now I could write an entire piece on the "challenges" I faced over the weekend (mouse nest in helmet, electrical gremlins, flat slick, brutal idle lean out issues) that had me feeling like Charlie Brown trusting that Lucy wasn't going to pull the football away again...man I love drag racing... but the weekend is about so much more than just hustling an ornery old car (or truck) down the track.

Since our humble beginnings over ten years ago as a rag tag group of barely eight vehicles at the Ashcroft (RIP) edition of the Loafers Old Time Drags, the 'Get-Down family has grown to a family of like minded characters. Our annual gathering is a reunion of sorts, as folks come from all over Western Canada and the Pacific Northwest to celebrate our love for old school drag racing. As the aforementioned issues kept me out of the lanes for the first hits of Fridays Test & Tune,

Steve Chase

I had the chance to grab some pictures and welcome racers old and new to the lanes. Man, the Nostalgia Gas class of '23 was one of the best yet. At 20 vehicles strong, there was something for everybody. From the bad ass flat black machines, to the screaming stick shifted Austin, from the cars with some serious Canadian drag racing history of, to incredible paint, more tri five Chevys than ya could shake a stick at, the incredible hauler car combo of El Chupacabra II , wagons, a bitchin' Henry J, a pre war Chev, Corvettes, an old pick 'em up...Mopar, Chevies, and Fords oh my! Fridays Test and Tune came to a close and the gang got a chance to catch up, welcome new members to the fold...and possible drink a bit too much.

A very cool addition the the family made the journey all the way up for California representing a new sponsor Mooneyes. Mr. Dale Snoko was on hand to present a surprise award for "class of the class".

I'm proud to say Dale was made very welcome, at one point even indulging in the game of chance known as "the swing bike rodeo" at the Chupacabra II pits...international incidents were avoided as our esteemed visitor from south of the border proved to be a quick study. Saturday's qualifying was fairly uneventful. Unfortunately the Rices had to retire "Compulsion" due to issues with the front end, and yours truly spent the morning dealing with a flat slick...wuh wuh.



Gasser Get down

Sundays eliminations kicked off with me scrambling to rectify a brutal runaway lean out issue that presented at the end of Saturday's runs. This actually resulted in one of my favourite experiences of the weekend with friends showing up and diving in to help sort the issue out. The problem was solved incrementally, with me getting a hit at "almost sorted out", and then a visit from an experienced blown alcohol wrench got me back out for my cleanest hit of the weekend. One thing's for sure, a drag strip is the place to be if you need a hand with mechanically injected blown alcohol!

After a great day of close racing, the dust settled, and returning vet Randy "we knew ya couldn't stay away" Kuryk took Dave Stobbe at the stripe for the the Nostalgia Gas class win with Cinderella story and rookie sensation Carl Jamieson taking third spot on the podium.

The Chupacabra crew took home the sweet hand striped and lettered (direct from Japan by "Wildman" Ishi) Moon disc presented by Mr. Snoke himself! Once again a HUGE thanks to Mission Raceway Park and The Langley Loafers (speedy recovery to Tom) for hosting and organizing a great event, and Mooneyes for the support! Stay tuned, big plans are in the works for 2024.

Steve Chase

Steve Chase



Gasser Get down

Steve Chase



Gasser Get down

Steve Chase

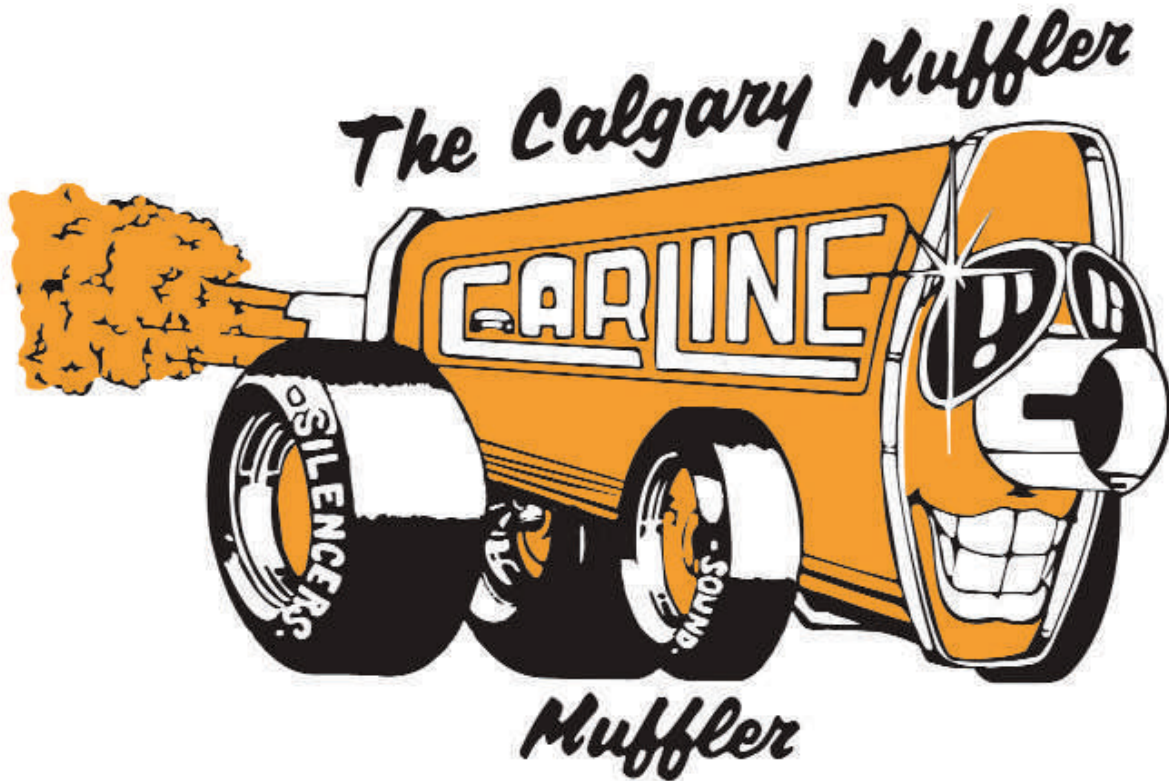




Gasser Get down

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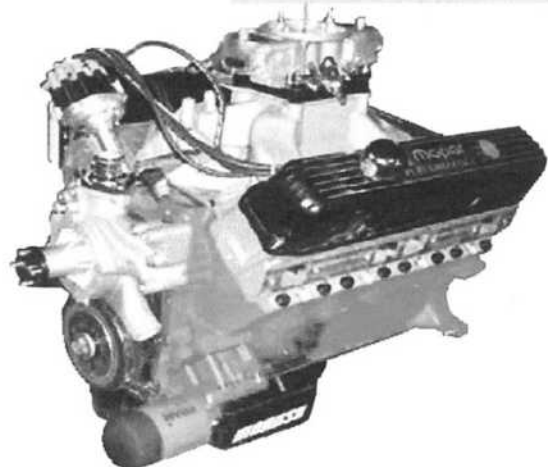
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Gasser Get down

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511 BBC Race Engine Block is CRACKED and leaking coolant externally. Still runs \$20K when built in 2016 Dyno'd at 640hp at 6000 RPM with the tunnel ram set up Rock blocked engine block Brodix Aluminum heads Lunati Cam and Roller Lifters Comp Cams rockers Edelbrock Tunnel Ram and Carbs Eagle rotating assembly Can send entire build info upon request Sacrifice \$6500 firm Located near Sherwood Park, AB Best is to text or call 780~937~8862 J2

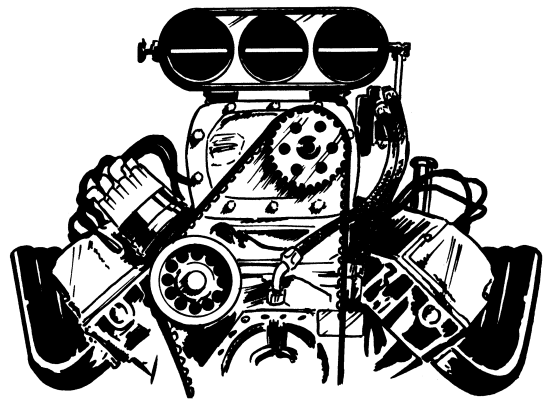
All aluminum Donovan 10.700 tall deck. .400 raised cam. New Isky lifters and bushings. Callies Magnum crank. Callies Ultra steel rods. Diamond pistons. Total seal rings. 60mm Comp roller 4-7 swap. Jesel steel rocker arms. New pushrods. Edelbrock intake. New Pac springs. Jesel belt drive. ATI Balancer. Moroso billet oil pump. Brodix ported 18 degree heads. Made 1254@980 Ran 4.30's in 1965lb dragster. Assembled and dyno by Kidd Performance. 72 runs since fresh. 503-539-7239 M1

LSX 416 boost motor , Dragon slayer crank , Callies Rods , Diamond pistons, Trick flow 255's , Victor JR intake and sheet metal elbow , 102 throttle body , Mezier water pump, Ati super dampener , ARP hardware throughout, motion steam vent kit. Motor made 1280 whp on 20 psi , should make 1500 no issues . 6 dyno pulls , 4 1/8 mile runs \$23k, 403 928-3207

Sweet 425hp Sbc crate engine! New pistons, rings, spark plugs, bearings, gaskets, bolts, starter, fuel pump, oil pump with upgraded pump shaft steel sleeve. Tack welded oil pump pick up tube. Gm performance super victor style air gap intake, aluminum fast burn heads, bow tie aluminum roller rockers, hydraulic roller cam and lifters, scat l beam rods, steel crank, 4 bolt mains, one piece rear seal, roller trimming chain, long water pump. \$7800, Price is obo. Thanks for looking (867) 875-7088 M1

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LS electric water pump adapter plates, allows you to use a BBC water pump on LS engine. Comes with hardware and gaskets Located in Saskatoon \$25 call 306-380-0082 j2

Ford 9" centre section 4.56 pro gears with spool \$1000, 1050 holley dominator carb \$800, tall bbc aluminum valve covers \$75, moroso bbc electric water pump \$100, call or text 780-870-1724 j2

New HD quill shaft for PSI supercharger. I believe this one was made by Lenco. New, never used. Found it hiding in the trailer from our long gone TAFC days, so there are a couple little surface rust spots. Make me an offer! \$200.00 Manton Pushrods adjuster screws, part# 823-03, Qty of 12. I ordered the wrong length for our setup, these are brand new. 5/16 ball, 3/8-24 thread, H-13, 1.450" long. \$200 Buyer pays shipping from Edmonton AB Canada. Call 780-910-7129 j2

Complete Big Stuff 3 Fuel injection setup. I bought it used for my Tall Deck 580 BBC and had great intentions on installing it but never got around to it. This came off a running 605 cubic inch BBC motor. This is a complete set up that only needs one \$20 sensor from Lordco which I will supply. Injector size is 75lb. Will make up up about 1200hp max with existing injectors. The previous owner gave me a notebook and CD with it. Located in Armstrong BC. I believe the Big Stuff 3 Fuel injection is capable of 3000HP. Feel free to text or call. I am willing to ship on your dime. Located in Armstrong BC. \$4,000 for everything (250)-306-4888 Kenny J2

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Indy 9.8 deck Aluminum Big Chief Blower Manifold , Includes burst panel and billet deflector. Very little use , like new condition. \$1250 us dollars plus shipping Call Tony 416 948-8255

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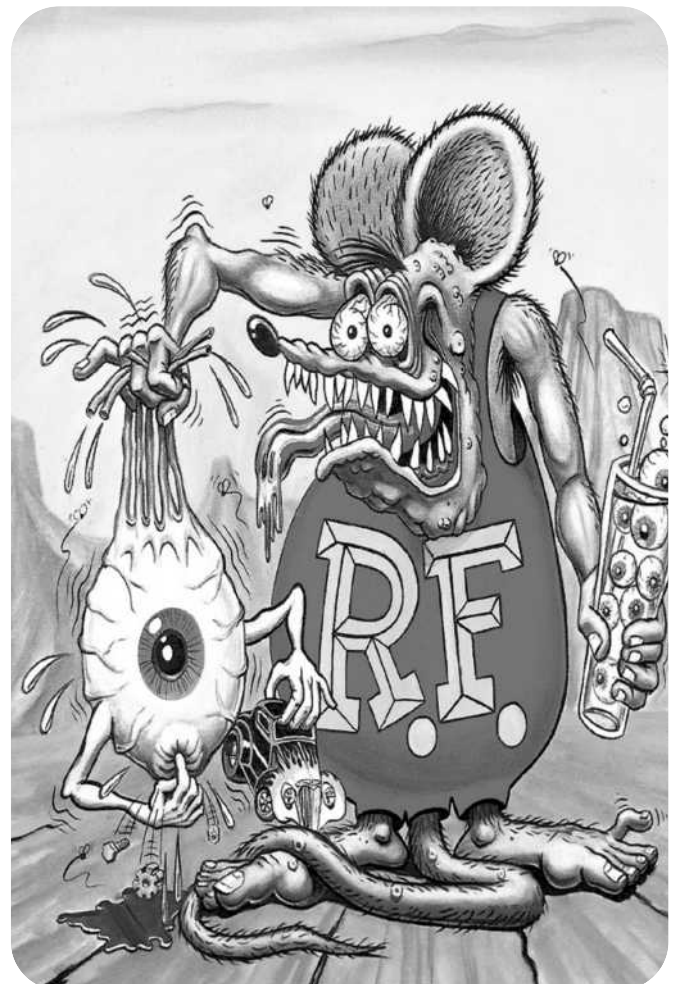
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in msd stuff and distributor and crank sensor came with motor \$1500, make an offer 250-878-0415 Bob a1

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Set of Hooker Super Comp #2205-1 coated headers with BB Chev engine. Fits 67-69 Camaro, Nova. 2" tube. 33" length. One tube has some road rash but in good condition \$650. Located in Lethbridge 403-308-1730 a1

Trans specialties proline 5500. MM 2sp shifter roller yoke. Lokar dipstick 1year left on cert. 4 1/8 mile and under 100km on trans. Like new. Sold car. \$6.500 firm 306-540-2273 Sask



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Ford 9' Strange lightweight spool #D1555 for 35 spline axles. \$150. Located in Lethbridge Ab call 403-308-1730

J2

GM T5 Borg Warner 5 speed manual transmission for sale. It's out of a 83-88 V8 Camaro and the ratios are 2.95, 1.94, 1.34, 1.00, 0.62 . It was disassembled inspected and resealed. Comes with brand new aluminum bell housing fits Chevy V8(350). Call or text Darren 403-627-9150 Asking \$1000

J2

New BG 4 port regulator 170023 \$200 Moser alum 9' centre sec 40 spline spool, needs new gears \$1000 Sunset 2' spacer for 4500 carb \$200 6 Driven XPO OW Synthetic \$120 1 double beadlock 16x16x5 4-3/4 bs \$600 Moser 9' rear out of 07 American Dragster with 40 spline gundrilled axles \$1000 Chrome overflow tank \$75 New Chev CSR HD flexplate SFI out of date \$100 2 Snap On chairs \$100 2 sets of dragster weight bars \$125 per set
Joe 780-554-7271

J2

Centerline drag race wheels! SFI 15.1, drag race legal for 6.00 seconds or slower. 16x16, 5 on 5.5", 4.75" backspace. Currently has Goodyear tubes and liners with used Hoosier slicks installed, 34.5/17.0-16 C2055. Tires were new in 2017, last down the dragstrip in Aug 2021 and went 5.94@ 242 mph, 17 quarter mile passes on them total. We were keeping them in the trailer for spares, only selling wheels due to rule changes, \$1000 obo, email n_sitko@hotmail.com, or phone 780-910-7129.

M1

DART Big M block, tall deck, billet caps(NEW) Retail (4026.80 usd=5430.82 cad) Sale-\$4800cad DART 18 degree aluminum bare heads. (USED) Retail (5972.12usd=8060.78cad) Sale-\$6000cad for pair obo.(heads sold assembled) TRE dual carb sheet metal intake(USED) Retail (2400usd base price=3235.40cad) Sale-\$1700cad obo.(SOLD) JE 14.1, 18 degree forged pistons(NEW) Retail (1217.18usd=1642.87cad) Sale- \$1300cad EAGLE H beam rods with L19 bolts and esp(NEW) Retail (600usd=808.85cad) Sale-\$700cad



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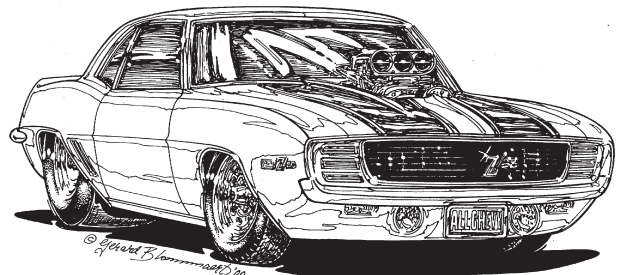
JESEL 1.7 Pro aluminum 1.7 shaft rockers, arp hardware(USED)

Retail (1975.99usd=2664.13cad) Sale-\$2200cad obo.

Ron's Terminator alcohol injection system. Dual billet throttle body 2950cfm. Billet pump etc. Base Retail (3286.50usd=4430.79cad) Sale-\$3200cad obo. There's a lot of money here in parts! Over 25k Canadian to buy new. Included arp hardware, valves, valve springs with heads. carb linkage with intake. Prices as advertised. Any questions feel free to ask, I'll try answer anything I can. reason for selling is I sold my big tire car and don't plan on finishing. Shipping available at buyers expense. Winnipeg MB. 204-296-7952

A1

NEW Carbon Fibre wheel tubs, 40" diameter and 15" wide. These were installed in a car I bought, they're new but have been cut down in width. Still have the clear film protection on them. These are the good quality ones with the internal liner. \$1000, Call or text 780-499-6179 A1



2- Nitrous Outlet 4500 Stinger Plates. Comes with Nitrous Pro Aluminum body Solenoid 12 Amp draw and Pro Aluminum Fuel Solenoid 5 amp draw. 50- 600 HP shot. \$500, Call or text 780-887-6913

M1

Vintage BBC SQUARE PORT Crower fuel injection intake staggered stacks linkage barrel valve \$1800 obo also have pump and timing cover additional \$750 will not sell pump and cover separately only injection system this is not a street usable this is race application only call 780- 604-8107

M1



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M1

31 Spline New never used Moser axles 22.5" & 22" in length Paid over \$600.00 Located in Edmonton Brand new , never used!! \$250.00 call 780-405-2013 a2

Vintage Edelbrock TR2X tunnel ram with 2 matched and fully rebuilt Holley 600cfm carbs. Scoop included, ready to go. Just taken off my dragster (mild 454) but could easily be used on a street car too. The intake is rec. port, but will work fine on large oval port heads as well. \$1,650 PM or Text Riley @ 306-881-1654

Doug Nash torsion tube 5 speed - face plated mod. by Liberty, 2.98 low gear, hemi spline, Long shifter, clutch assist transmission, used for 11 runs. 204 791 8558 a2

Glide, Dedenbear case cert is up though trans is fresh only was in my dragster but never got to run it, selling everything so fresh 2 speed glide with puke tank. 180 gear 3500 obo Brian 780-288-5026 A1

Nos gas solenoid \$120,nos solenoid \$200,,BBC LS cam approx40 passes\$250. 5000 stall torque converter was behindBBC 700hp. approx 40 passes \$500. 306-281-6169 a2

Induction solutions Sledgehammer Plate system, no bottles or main feed line, just plate and all appropriate Solenoids Tuneup sheets and Jets from 250hp to 678hp in 50hp Steps. Last sent back in 2018 and full freshen up was performed. Has had new solenoid rebuild kits recently installed. Comes with spare trash can solenoid rebuild Kits. Really nice and cared for set up, its proven fast!!! \$850, call Jason 604-779-2495 M

427 Big Block Chevy Iron (Fresh) Close Chamber Heads Oval Port (Iron) Speed-Pro Pistons #L2239NF-060 Eagle Connecting Rods #CRS135ED 4 Bolt Main Steel Crank ATI Super Damper Comp Cam Roller #11-717-9 Comp Cam Chrome moly Rocker Arms Strip Dominator Intake Msd Crank Trigger 850 Holley 4 Barrel Meziere Water pump #WP1150S Dragster Oil Pan with Diaper Power Glide Trans Turbo Splined Input Shaft Trans Brake TCS 9 In 5000 Stall Converter Made For 1/4 Inch Mid Plate Tag Weather Station \$10k for all, call Todd 306-631-6828 J2

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MSD billet distributor for SmB or BB Chev. # 85551. Comes with new cap and rotor and used brass gear in



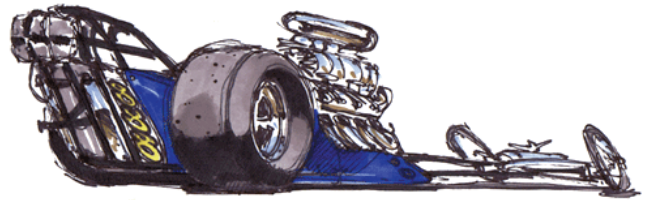
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Pair of Holley 660 carbs for sale. Carbs would need to be rebuilt. All parts are there. Throttle shafts are in good condition. No cracks in the baseplates. Asking \$800. Located in Kamloops BC.
Call or text 250-319-5501

J2

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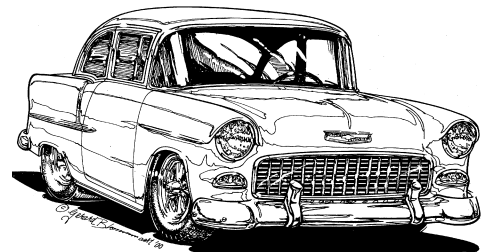
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a2



1990 Daytona rolling chassis, set up for smallblock dodge w/glide. Mild steel tube chassis 8.50 cert (exp), 9in w/ 4.56 gears and ladder bar with 14x32 slicks 3 years old. Parachute, batteries, electronics, etc all with the car. New front struts, brakes, wheels and tires. All fiberglass except roof and quarters. Car is super light and weighed 2500lbs with SB and 240lb driver. Excellent S/G or S/Pro car. Hooks hard and drives straight. Ran 8.65 with an R3/W8 engine and powerglide. \$10K CAD or \$ 8k USD Car is located in Edmonton AB, Canada. (north of Montana) call 780.497.8097

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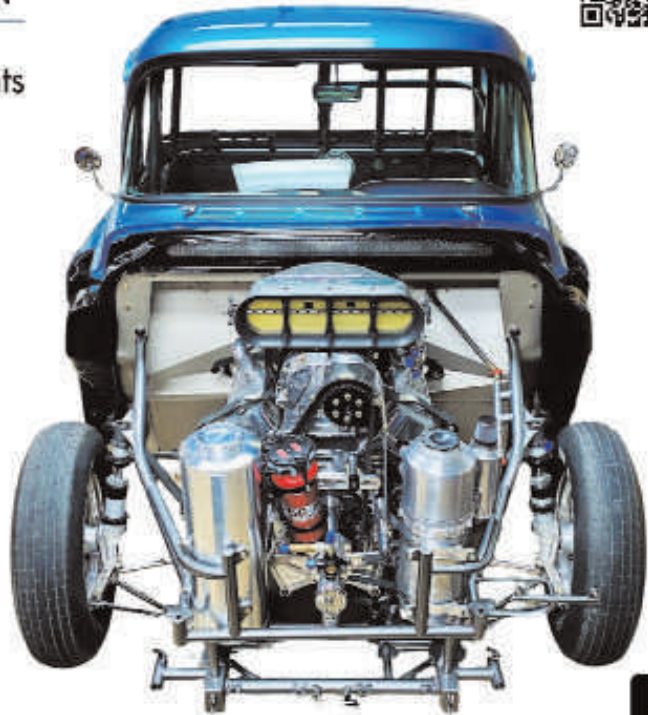
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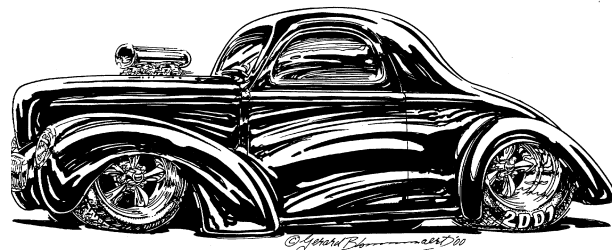
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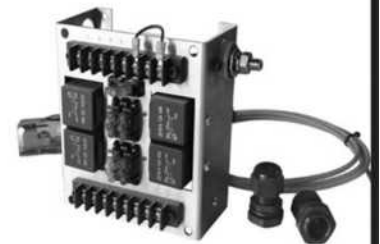


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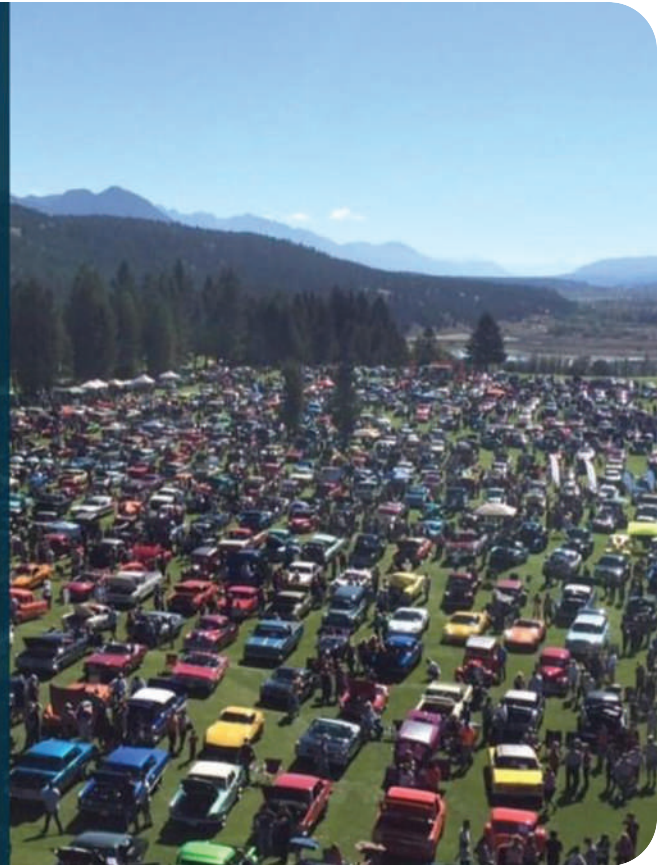


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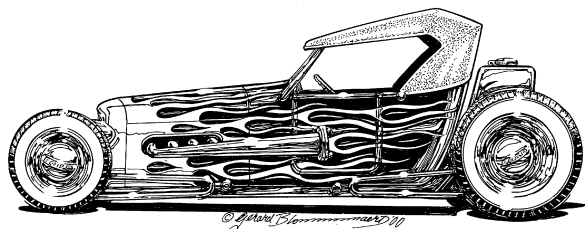


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m1



1971 Nova, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted and re-sealed. Front clip painted with drop spindles & MBM power disc brake kit. Smoothed firewall. All new energy suspension bushings in front control arms, have energy suspension body mounts and rear leaf spring bushings. No Hood. US Mags wheels 17x8 and 20x8 with almost mew rubber. Have all original parts except hood. No windshield or rear window glass. Side glass in excellent shape. Vintage Air under dash A/C & heat unit with controls. Ton of work invested, body in primer. Too much to list. This car has been in the family since 1991. \$12,500
Message or text 780-777-2195

J2



2004 Vengeance race cars , 69 Camaro TS / PM , Double frame rails , cromoly , carbon fiber body , 4 links , antiroll , full floating 9.5 fabricated housing , strange struts , liner rear wheels , racepak dash , data maxx logger , electric shifter , fire suppression , chrome wheelie bars , chrome zoomies , complete rolling chassis , set up for blown hemi with a glide ! 42000\$ usd , Car is located in Montreal Canada can ship on your dime ! Call or text Richard 450 601 5910



1969 Nova Round tube chassis to cross member and 2x3 over rearend. Strictly Drag Race Only Blue metallic paint(decent with some small chips) Strange front struts Weld Wheels All fibreglass except roof and quarters. Car is light Certified 8.50 (Needs recert) Dana 60 35 spline axles 4.56/spool. 32-14.5 Double adjustable coil overs Ladder link rear Set up for alcohol or convert to gasoline easily. Set up for power glide. Full electronics and gauge package. \$19,500 Rolling Fresh glide 1.76 .Pro brake Deep alum pan. TCS Pump.6 Clutch matching TCS converter. Converter still in box and full rebuild on tranny.\$3500.00 427 Race SBC complete Brodie 18 degree heads. T and D rockers. Bowtie block 4340 crank 4340 H beam rods 15-1 compression Ron's alcohol injection Crank trigger and MSD Dist. Moroso Vacuum pump. 750 Horsepower NA \$10,500 Intake and Pan off for inspection. Package deal \$30,000 for all Will include everything to complete car turnkey. Call 250 300 5571

M1



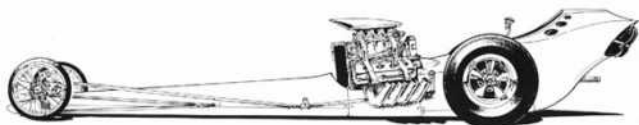
91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, Wheeled front end lift for easy loading, Body has Canards and rear wing, extra parts negotiable. Cert expired but will cert easily, Add motor, trans, and headers and go racing. 8500\$ obo. Engine and shorty Glide is also available. Call Don 403.872.0250

j2



1967 Malibu ,383 Chevy ,turbo 400 trans,12 bolt posi 4.10 gears, built for 1/8 mile and street car, line lock, MSD 6AL,,electric cooling fans and fuel pump, runs strong, drives fantastic for a mostly original car, paint has issues as it's very old, some cracks in bondo in a couple spots, recently scuffed and clear coated, clean interior but needs headliner it's original, hard to find car this solid ,located in Camrose, no trades, serious inquiries only 780-781-5493

j2



Drag n' Drive Pro Street registered 1978 Malibu, 489 BBC, AFR aluminum heads, roller valvetrain, 10.8-1 compression, forged pistons and rods, steel crank, balanced, 950 Quick Fuel carb, Aeromotive pump/reg, 350 HP nitrous w/ dedicated pump and tank, Edelbrock pregressive NOS controller, Turbo 400 w/transbrake, 10 in convertor, Gear Vendor's Overdrive, 9 inch Ford w/4.11s, locker, 4-link w/polymer bushings, , adj coil overs, cell, Ed Quay spoiler, Weld Draglites, 14x 29.5 M/Ts, Kilduff Lightning rod shifter, Autometer instruments, really nice black cherry paint, the list goes on.....car has very little miles on it since completed and drives awesome and now it's time for a new custodian, \$48,500, Call Don 403-872-0250, cars in central Alberta. j2



1970 Chevy nova tube chassis race car. Air Brushed paint job. Wheelie bar and parachute. Steel roof and quarters and fenders. Fibreglass hood and bumpers Lexan windows and all aluminum sheeting floor and dash and fire wall. current NHRA certified to 8.50 seconds. Car runs 9.50s @139mph naturally aspirated. Just motor. Engine is a 632 Dart Big M block. Dynoed 983HP on just motor.nitrous Express big shot plate system range 100-500hp. Nitrous timing controller as well as nitrous express ramp in controller ect Located crowsnest pass\$60K, 403-563-0854 j2

Hot August Night this year in Edmonton was anything but Hot. The event is typically very successful, I guess people love watching jets and nitro funny cars on a Wednesday night. In the summer we don't have sundown until 11 pm, but in August it gets dark a lot earlier. So a week ago we parked our trailer at the track and took off Wednesday afternoon in order to get the Arctic Traveller ready for its first run at 7 pm. Well, Wednesday didn't happen, it was raining in the morning and it continued well into the night. It was great that the track guys called the race Wednesday morning, and rescheduled til the next day. The sun was peaking through the clouds, it was decent out, but the temperature only peaked to 18 deg C, 64 F. Would a crowd still show up? Will the track be sticky enough for 4000 horsepower? Will the weather be ok throughout the night? We never know what conditions we will face.

The forecast called for mainly sunny conditions on Thursday, no rain. It was cloudier than I had hoped, but it was ok. We set up the car to be soft because we were hurting a lot of parts the race before. I found out just before we pulled up for first round. I still don't understand that, I can't see that it is a safety thing, we can stop with no problem at this track. Anyways, that is what they decided, so we went with it. Darker clouds started forming late in the afternoon, at 5 pm all the nitro cars warmed up, risking knocking the water loose from the clouds. Pro Mod started the show, and most hooked up very well. The dark clouds were getting closer as we fired the car for first round, an enjoyable tilt against Hawaii's Jason Bussey. Jason had purchased Ron Hodgson's Bubble Up Firebird quite a few years ago, and brought up Tim Nemeth as crew chief. As the cars were staging I looked up to the finish line and saw a white wall of rain advancing rapidly towards us. Nathan and Jason staged the cars, Nathan getting the jump off the starting line. The 1000 foot times was an early shut off 5.23 for us, 5.17 for Bussey, the "Unleashed" nitro funny car caught us just before the finish line.

Then all hell broke loose. As both crews were hooking up to tow the cars back to the pits the wall of rain hit them hard. 2 of our guys were in the back of the truck when it hit, and in the short time it took to get back to the trailer, they were both soaked to the skin. We didn't have the car cover with us, so the body, engine and chutes got soaked as well. I usually stay on the starting line, and I was amazed to see the cur-

tains of rain advancing on us real quick, down the track at about 20 feet per second, so we ran for the trailer and got soaked anyway. Alcohol funny cars were ready to fire up next, they had to scramble to get covered up and move back under the tower. After 20 minutes of monsoon-like rain, it suddenly stopped and the sun peaked out. We didn't have much to do on the car except dry everything off, and obviously had a couple hours until the track would be dry anyway. As the sweeper was getting the pools of water off the track, there was a pretty good head wind blowing as well, that helped dry the track quicker than usual. In an hour it was basically dry. The jet cars ran first, then the pro mods again.

The show was moving really quickly now, and suddenly we were rushed to get to the staging lanes. This time we were told to run 1/8 mile because the track lost so much heat. Nathan was supposed to run Terry Capp in the Hodgson/Pacemaker car, but they had packed it in already. It was already near 11 pm when we fired up the car for our single. The car sounded great, and the track felt fine. The Arctic Traveller left hard but within the first 60 feet I saw the pilot fall out of the pack, followed shortly by the blossoming chute. Nathan felt the anchor at about 300 feet out, and clicked it off. Our thought was that the chutes were still damp and the acceleration forced the bag open.

I guess everyone, racers, fans and track personell, survived the night. We got the race off under difficult conditions. We didn't hurt anything in the engine for a change, so it was a pretty easy night. This is likely the end of the season for us, I would love to go to Bakersfield in October, but we just don't have the funding. Hopefully we can arrange some trips to Spokane and Boise next season, in addition to our local stuff.



Nitro Tales

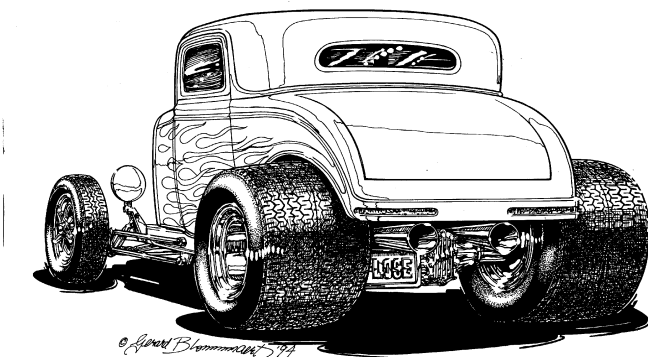
Ken Sitko



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Challenger left fender, no rust perforation, minor damage to front. Call 306-469-7556 A2



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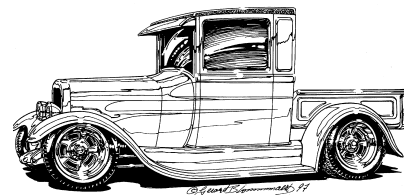
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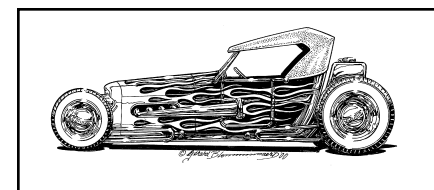

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